

per myriamètre for every additional word. By Art. 9, the longer despatches may occasionally be delayed till short messages be transmitted. —In the *New York Journal of Commerce*, Mr. John Wilkins details how he proposes to lay down the projected Atlantic telegraph. A repeating station in the first place 500 miles off Newfoundland, the last available mooring ground on that side, would diminish the great submarine stretch, he observes, to 1,600 miles, or little more than half the length of way to Ireland. As for the main part of the scheme itself, he proposes, whatever be the depth, to lay the line along the bed of the ocean, the average depth of which, however, he estimates at not more than two miles. But submarine valleys of even 10 or 12 miles in depth, and 40 or 50 miles across, he suggests, may easily be crossed, by festooning on floats at intervals of two miles, and within 200 fathoms of the surface. He has arrangements, he says, for sinking the line to the bottom, even were it 10 or 12 miles. This he would effect by intervening floats, revolving at different depths, and properly adjusted in their centres of buoyancy and gravitation, so as to relieve the upper stages of the line from strain. There would be accessible connections 100 miles apart, or nearer, secured by moored floats, with flag-staffs, to guide the telegraph tender in taking up any damaged portion. Damage, however, at such a depth he does not seem to anticipate. Twelve months, he thinks, ought to complete it, at an expense of not more than half-a-million of dollars "honestly spent." Two ships and a tender, with winding machinery, &c., would suffice. —Mr. Bain claims the origin of Mr. Bakewell's electro-chemical printing telegraph, and Mr. Isham Baggs, in a letter to the *Mechanics' Magazine*, lays claim to the origin of Mr. Bain's idea. Such is the fate of all ingenious ideas: we only hope that the anxiety of the claimants is denotive of the assured and speedy practical realization of its every-day use to the public.

THE GRAVE QUESTION.

It would not, I think, be easy to greet the people of London with better tidings than those shadowed forth in the report of the Board of Health, upon metropolitan burials, as quoted in your last number. The mighty charge of the annual burying of 50,000 dead is treated as becomes the high authority of the Board; and, at last, as becomes the dignity of the charge itself. That vast army then will no longer rot unburied amidst the homes of a nation whose outskirts are within cannon range of its centre. How long now shall the diurnal tide slop back our excrements into our cisterns, and the cloacinal mud of the Thames send up its upas vapour, to sap our vigour, waste our taxed means, and blight our happiness? "How many hours of expensive idleness upon trembling sick beds, or around fetid graves, yawning prematurely for beloved friends, might last year have spared, if 22,000*l.* per annum had, for a little while past, done its work! 22,000 pounds! and what more? a corpse for every pound." The wildest injustice this, that for our own past supineness the door posts of a *diletante* commission should be bespattered with all the waste blood of 1849.

But let it have a care; be it never so difficult to make a quorum,—be it never so difficult for a quorum to know, to discern, to decide,—1850 tarries not, and nine of its leaves are yet to read.

Still it is pleasant now to look out and forward to the sunny fields at Erith, and the lark soaring over the peaceful graves. Grave! a definition and a warning: "six cubic yards of earth over a man's body, sacred, from the sod downwards, until the last trump."

VOX DE SOCCO TERENCE.

PROPOSED TESTIMONIAL TO SIR ROBERT PEEL.—Some of our subscribers have requested us to inquire what has become of a (penny) subscription paid into the office of the *Morning Advertiser* some time ago, for the purpose of raising a statue to Sir Robert Peel. Doubtless the conductors of the respectable journal in question will give information on the subject, if applied to.

Miscellaneous.

INSTITUTION OF CIVIL ENGINEERS.—On Tuesday, February 26, Mr. William Cubitt, President, in the chair, the paper read was "On the Street Paving of the Metropolis, with an Account of a peculiar System adopted at the London and North-Western Railway Station, Euston-square," by Mr. William Taylor. The system was upon entirely new principles. The method employed was, after removing the sub-soil to the depth of 16 inches, to lay a thickness of 4 inches of strong gravel, equally and well rammed, then another layer of gravel mixed with a small quantity of chalk, or hoggins, for the purpose of giving elasticity, the ramming being continued as before; a third coat, of the same materials, was then laid and rammed, a regular degree of convexity of surface being preserved. The stones used were of Mountsorrel granite, dressed and squared into regular masses of 4 inches deep, 3 inches thick, and 4 inches long: these stones were laid in a bed of fine sand, 1 inch in thickness, equally spread over the surface of the substratum, and they were carefully placed, so that no stone should rock in its bed. The whole surface was then well driven down with wooden rammers, weighing fifty-five pounds each. The small size of the stones enabled them to be well rammed home, so that the surface of the pavement never sank, and the hardness and toughness of the material prevented the stones from being worn down by any traffic, however heavy. It was stated that this system was found infinitely preferable to the employment of large stones, and the statement of cost was vastly in its favour; the price of the ordinary kind of granite paving, in London, being 18*s.* per superficial yard, and the maximum cost of the new, or "Euston" pavement, including the substratum, was not 12*s.* per yard, and, deducting the value of the old stones, not (in this latter case), claimed by the contractor, the net cost would only be 9*s.* per yard. On the 5th inst. the discussion of this system of street paving was resumed, and was extended to such a length as to preclude the reading of any paper.

THE OPENING OF THE BRITANNIA TUBULAR BRIDGE took place on Tuesday last, when Mr. Stephenson drove in the last rivet of two millions now clenched in the plates of this triumph of engineering skill. A train of three locomotives, with Mr. S. as the driver of the first, and accompanied by a number of engineers and other gentlemen, anxious to brave the first peril, if it could be called so, swept slowly through the tube, with a weight of 90 tons and upwards, resting in the middle, but without the slightest appreciable vibration, deflection, or other influence on the tube. Another train of 300 tons' weight followed, and the experiment was wound up by a sterner ordeal still, in the resting of a train of 200 tons weight of coals for two hours on the centre of the Carnarvonshire tube, which was not deflected more than $\frac{1}{4}$ of one of the 13 inches, said to be consistent with its safety. We hope to make a personal inspection soon.

SUBSTITUTE FOR WINDOW-TAX.—To those who, like yourself, are seeking for the speedy abolition of the window-tax, I would submit for consideration, that a tax equitably adjusted by scale to the assessed rental of each house, so as not to impose any additional burden in any instance, might be advantageously and fairly substituted for that obnoxious impost on light and ventilation. The Government is already in possession of all the information required to carry the scheme into execution, and collects, indeed, at this present time, a tax on that very basis. Those who respectively pay the present window-tax should, of course, pay the proposed substitute. In the course of working out the details of the new impost, it might, perhaps, be possible to create something of a surplus sufficient to allow of the total remission of the excise duty now levied on the manufacture of bricks. Any partial remission would be, I think, of little benefit to either manufacturer or consumer, but only so much lost to the revenue.—W.

INSTITUTIONS FOR THE BLIND.—Mr. S. Hemming has been chosen architect for the intended new building at Birmingham.—Preliminary operations for the erection of a new blind asylum and church have been commenced at Liverpool, on a site between Hardman-street, Hope-street, and Hope-place.

PROJECTED WORKS.—Advertisements have been issued for tenders, by 23rd inst., for enlarging, repaving, and restoring the parish church of Little Harrowden (Northampton); by a date not specified, for the erection of a dwelling-house and farm offices, at Tilton-on-Hill, Leicester; by 1st proximo, for the construction and erection of the iron roofing over new London terminus of Brighton and South Coast Railway; by 22nd inst., for the erection of about 40 carcasses of houses at Dalston; by 14th, for squaring and laying 200,000 feet of $\frac{3}{4}$ inch Yorkshire paving in St. Marylebone; by 5th proximo for repairing stone tramway and laying down foot pavements and kerbing in Commercial-road; by 20th inst., for cutting, forming, and making about 1,200 yards lineal of streets at Coventry, and for forming and planting pleasure-grounds, putting in culverts, cesspools, sluices, drains, &c., at Swanwell Pool, Coventry; by 25th inst., for the erection of infirmary chapel, consulting-rooms, &c., at Worcester Infirmary; by 12th inst., for maintenance and repairs of stations and works on the Brighton and South Coast Railway; and by 19th inst., for the execution of a short branch of the Midland at Birmingham.

VIEW OF ROME WITH THREE EFFECTS.—A clever dioramic view of (part of) Rome, under different circumstances, is being exhibited at the Walhalla, in Leicester-square. After a day-light picture with St. Peter's as principal object, night closes in, and the illumination of the cathedral, one of the most remarkable sights in the wonderful city, is represented: to this succeeds a storm, which afterwards clears off, and then the army of France are to be imagined entering the city. This picture is the work of one of a name known in more than one walk of art.

METROPOLITAN COMMISSION OF SEWERS.—At the general court held on Friday in last week, Lord Ebrington, in the chair, and present, Sir J. Burgoyne, Captains Dawson and Harness, and Messrs. Hawes and Hardwick, after some routine business, Mr. Cubitt got leave to build 1,400 feet of sewer in Kenilworth-street, and the Lambeth Water Works Company, conditionally, to drain into the Belvidere-road sewers. A motion for giving a superannuation allowance of 120*l.* a-year to Mr. J. Newman, late surveyor in the Surrey and Kent Commission, was postponed till next court day, when we hope it will be agreed to. The court then passed a resolution approving of the efforts of the Sewage Manure Company, to remove sewage from the Thames, and promising to all such efforts every encouragement consistent with the interests confided to the commission.

REGISTERED BRICKS.—At the Oxford circuit lately, it was decided by Mr. Justice Cresswell that "a design for making ventilating bricks, with only half the taxable quantity of clay in an ordinary brick" might properly be registered and not patented, and that even if it were such an invention as might be patented, the inventor, under the late Registration Act, was at liberty to waive the greater privileges which he should enjoy by taking out a patent, and content himself with the minor advantages afforded by his proceeding under that statute."

TO PERSONS SENDING TESTIMONIALS.—A correspondent, "J. P.," asks us to caution foremen, clerks of works, and others who may have occasion to reply to advertisements, against enclosing their original testimonials, he, by doing so, having "lost a ten years' character." Copies only should be sent in the first instance. The number of applications in such cases usually renders reply on the part of the advertiser to each applicant, or the return of documents, impracticable. In answer to one advertisement in our columns for a clerk of the works a few weeks ago, more than 150 letters were received!

MEETINGS OF SCIENTIFIC BODIES

To be held during the ensuing week.

TUESDAY, March 12.—Institution of Civil Engineers, 8 p.m.

WEDNESDAY, 13.—Society of Arts, 8 p.m.

THURSDAY, 14.—Royal Society, 8½ p.m.; Society of Antiquaries, 8 p.m.

FRIDAY, 15.—Architectural Association, 8 p.m.